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HONGKONG, MONDAY, JULY 5, 1909.

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SPORTING.

Saturday's Gymkhana.

The following are the results of the events contested at the Gymkhana after we had gone to press on Saturday afternoon.

INDIVIDUAL T. & P. RACING COMPETITION.
—China ponies only to be used. Best of three runs. 3 points for a Carry, 2 for a Draw and 1 for a Touch. The winner has at his disposal 2 points for pace and style over all three runs. Lance exercise will not count towards style. Lances as supplied by the Club, or of a similar pattern must be used. A Cup will be presented at each Competition by the Hongkong Gymkhana Club.

Mr John Johnston.
Major Eaton. — "The Buffs."
Mr W. S. Dupree.
Cash Sweep, 1st, \$327.60; 2nd, \$83.60; 3rd, \$46.80.

HURDLE RACE. One mile and a quarter. Over not less than eight "highs" of hurdles. For all China Ponies. Catch weights 11st. 5lb. jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb.

Mr John Johnston's Blue Robin, 159 lbs (Owner) 1
Mr Dryadust's Best Friend, 150 lbs (Mr Dupree) 2
Messrs D. L. M's Tamar, 154 lbs (Owner) 3

PARI-MUTUEL. \$12.80. Cash Sweeps, 1st, \$400.35; 2nd, \$116.10; 3rd, \$58.05.

ONE AND A QUARTER MILE FLAT RACE. Hurdle Race. For all China Ponies. In the event of top weights not starting weights to be raised all round, i.e., Top weight starting to carry 161 lbs.

Mr Laseen's Seafoam, 153 lbs (Mr Dupree) 1
Mr J. Johnston's Just-in-Time, 161 lbs (Owner) 2
Mr Black's Greyback, 150 lbs (Mr Morley) 3

Time, 2ms. 45 secs.
Pari-mutuel, \$12.20. Cash Sweeps, 1st, \$577.55; 2nd, \$150.30; 3rd, \$79.65.

Lawn Bowls.

TAIKOO v. KOWLOON.

At Kowloon on Saturday afternoon the members of the Tarkoo team were entertained by Kowloon. The latter team was somewhat weakened and in consequence were rather badly beaten. The scores were—

TAIKOO.	KOWLOON.
Grimshaw	Taylor
Hamilton	Tulip
Heron	Petrie
Scott	W. J. Crawford
(skip).....29	(skip).....13
Gray	Squibb
Duncan	MacGlashan
Eldrick	Naves
Taylor (skip).....17	Pancheson (skip) 19
Duncan	W. Brown
McCubbin	Brown
McInyre	Harrison
Perry (skip).....23	Meik (skip).....15
Shard	J. Ramsay
Hardwick	A. Nevis
Dickson	Alexander
Aitken (skip).....17	Macdonald (skip) 15
Total.....66	Total.....62

Tennis.

KOWLOON v. CRAIGENGOVER.

Craigengover, who visitors to Kowloon on Saturday, won by 52 to 25. It was unfortunate for Craigengover that Mr Pestonji, a very fine player, was overcome by the heat and this set was abandoned. The results were:—Mead and Clelland (Kowloon) beat Rapp and Lammer, 7-4; beat Kinard and Bass, 8-3. Lepelley and Duncan beat Bass and Kinard, 8-3; lost to Hancock and Pestonji, 5-6. Green and Straver beat Bass and Kinard, 6-2; beat Lammer and Rapp, 10-1. Kowloon meet the Civil Service on Saturday on the latter's ground.

The situation in Morocco is again disquieting owing to the Sultan's double defeat by the Pretenders El Raghil and Ben Amara, near Fez.

TAKE A VACATION.

NOW is the time to take a vacation, get out into the woods and mountains and visit the seashore, but do not forget to take a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy along with you. It is almost certain to be needed, and cannot be obtained on railroad trains or steamships. It is too much of a risk for anyone to leave home on a journey without it. For sale by all chemists and druggists.

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PLAN of City from Pokfulam Road to Wanchai Road; Residential Roads, numbered to date 1909.
Small Scale Map of Island, Channels and Kowloon Point, locating Docks, Railway, Green Island Cement Works, etc.

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The above in cloth-bound case with pocket for Map, names (in English and Chinese with pronunciation) and location of principal Roads and Streets, Peak, City and Kowloon with Licensed Taxis for Chair and Rickshaws; Price \$2.00. Map alone \$1.00. To be had from CHINA MAIL, SOUTH CHINA MORNING POST, KELLY & WALSH, BARNES & CO. and THOS. COOK & SON, Hongkong, May 10, 1909.

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Hongkong, April 14, 1909. 515

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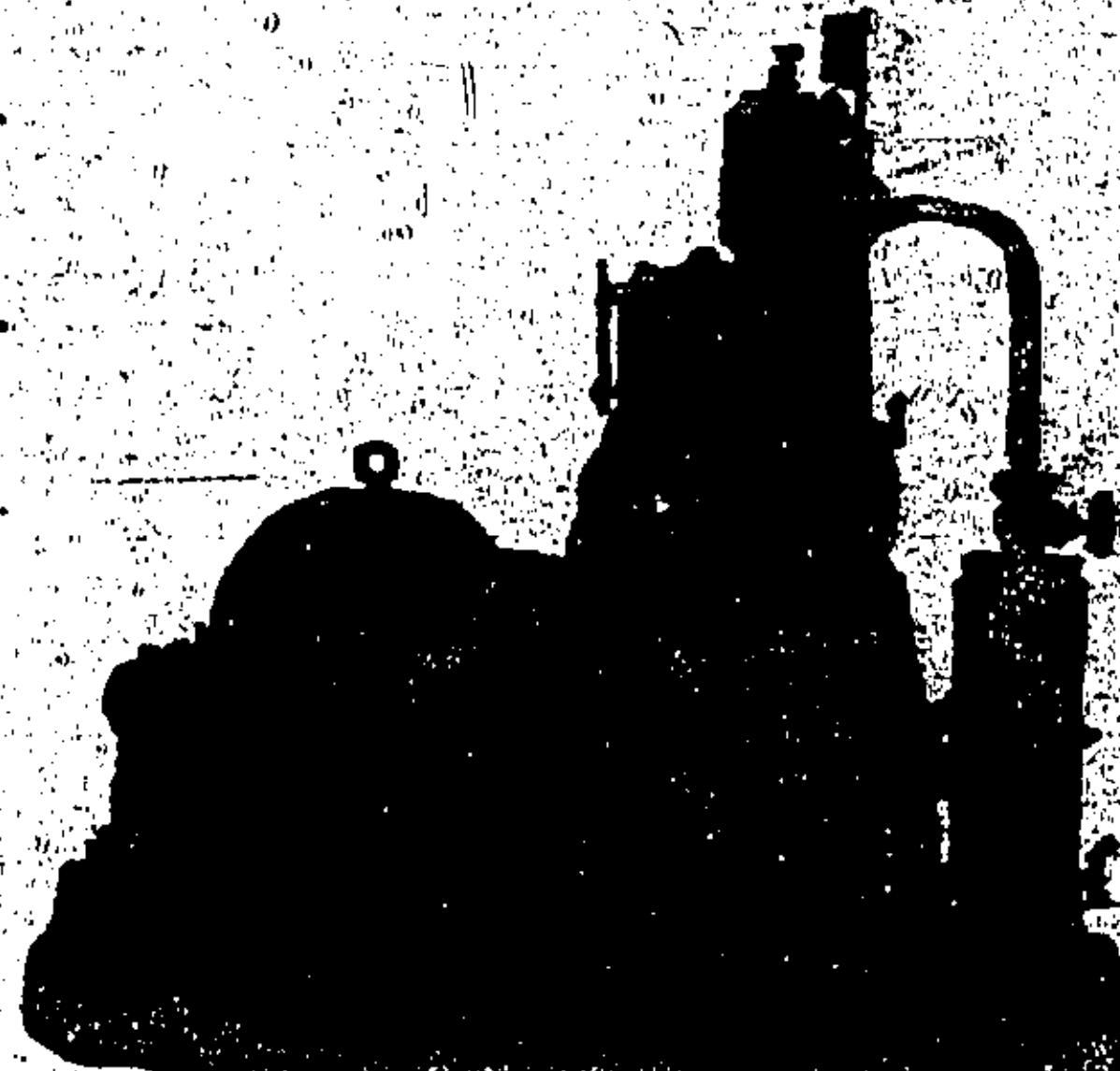
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BIRTH.

GAILLON—On the 4th July, at No. 1, Des

Voeux Villas, The Peak, the wife of C. H.

GAILLON, P.W.D., of a son.

MEMOS FOR TO-MORROW.

Miscellaneous.

Goods per Kowloon undelivered after this

date subject to rent.

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General Memoranda.

WEDNESDAY, July 7.—

2.30 p.m.—Auction of Household Furni-

ture, at Messrs. Hughes & Hough's

Sales Rooms.

THURSDAY, July 8.—

Goods per Sardinia undelivered after this

date subject to rent.

TUESDAY, July 13.—

3 p.m.—Auction of Leasehold Properties

at Messrs. Hughes & Hough's Sales

Rooms.

The China Mail

HONGKONG, MONDAY, JULY 5, 1909.

ASIA'S CONTRIBUTIONS TO

THE EVOLUTION OF

CHEMISTRY.

Some very interesting topics were

discussed at the recent Congress of

Chemists held in London at the close

of May and the beginning of June.

Dr. OSCAR WITT, who presided at a

similar Congress held in Berlin in

1906, in particular delivered a very

illuminating address on "Evolution in

Applied Chemistry," in the course of

which he said that, as a rule, one

takes it for granted that anything

applied must have existed before its

application, but that it is not so with

regard to applied chemistry. He

proceeded to explain what at first

sight appears to be a paradox in this

manner. "Chemistry as a science is

born, as we all know—a compara-

tively new creation. Its applications,

on the other hand, have existed since

time immemorial, and may be traced

back to the very beginnings of human

civilisation. The men who in the past

devoted their thought and energy to

problems which we now call chemical

had to reach their ends with the help

of sound empiricism. Though their

progress was slow, it was sure, so that

to this day we have sometimes occasion

to marvel at their successes. More

than that, we may safely say that

some of our best industrial methods

would never have been discovered if

we had had chemical theory only

to guide us. Science itself stands

on an empirical basis—we cannot

draw general conclusions unless we

have well-established observations to

start from." Professor WITT acknow-

ledged that the scientific method of

invention is a quick road to success,

but pointed out that there were

treasures to be found even by those

who went slowly. He made a special

plea for the study of the history of

applied chemistry by means of the

careful study and analysis of the

products of ancient times, so that we

might learn more of the accomplish-

ments of past generations in the

history of chemistry.

fresh life and usefulness. As ex-

amples, he instanced the rediscovery

by the Bavarian potter, Fischer, of

the process of the manufacture of the

terra sigillata of the Romans and

restoration of the use of lanolin,

which was a panacea of the Greeks

two thousand years ago. "Yet such

discoveries will remain inheritances

from the dead, and the onus of their

restoration to life will not be

numerous. But we have living em-

piricism at our doors, which we allow

to die and to sink into oblivion, with-

out attempting to study it and to learn

the lesson it has to teach. A treasure

of information of incalculable mag-

nitude has been hoarded up in the

course of centuries by the skill and

patience of countless millions of men

who were, and are, as keen in the

study of Nature as they are reluctant

to draw general conclusions from their

observations."

Having thus wetted the curiosity of

his hearers the great chemist lost no

time in demonstrating that the great

treasure to which he referred was the

centuries-old industrial experience of

the nations of the Asiatic continent.

"It is," he said, "an undoubted fact

that the people of Persia, India, China,

Japan, Burma, Siam, Cambodia, and

the innumerable islands of the Pacific

are possessed of methods for the

treatment and utilisation of the pro-

ducts of Nature which are in many

cases equal, if not superior, to our own.

These methods must be to a large

extent based upon chemical principles.

Is it not strange that we know so little

about them and that little generally

only indirectly through the accounts of

travellers who were not chemists? If

all these peculiar methods were fully

known and described by persons who

had seen them applied, and had

watched their application with the eyes

of a chemist, it would certainly be of

the greatest utility to our own industry.

Who can deny the advantage which

the industry of cotton dyeing and

calico printing derived from the study

of the Turkey red process which, a

century ago, was bought as an Eastern

trade secret by the French Government

CHIEF JUSTICE CRITICISES THE POLICE

principle defective, if only for this reason that it must weaken their authority and efficacy in the discharge of their public duties. Of course there was in this case a criminal charge involved but I have been informed throughout these proceedings that the police were not to be regarded as prosecutors. And even if the police had contemplated taking up the case taken with regard to Wan Hin looking on him as a witness was not regular. I also object altogether to 'the police surveillance to the public' and to the 'public surveillance to the police' which was said to be a practice, which has long prevailed in the colony for notaries to take such proceedings on oath. Obviously therefore what was done in this case was perfectly bonafide. The procedure does not recognise a mode of proceeding which is not to be used in no offensive sense—except in a special procedure for perpetrating testimony or binding people down to statements other than is provided by the Statutory Declarations Act, introduced into the colony in 1894, which in 1895 was amended so that it did not profess to be a statutory declaration. A notary's powers in connection with the administration of oaths and irrespective of the duties of his office are these: He may take statutory declarations and he may administer oaths to be made voluntarily; the declarant must go to the notary and ask him to take his declaration. This is in no sense a voluntary declaration. And it must be in the form prescribed by the act which this was not. It is not a statutory declaration, and examinations, affidavits, declarations and other matters may be sworn before a notary in matters pending before the High Court. There was at the time this man's statement was made no matter what the evidence was, and the fact that the statement was not intended to be used in immaterial. The objections to such a proceeding as was adopted in this case are clear. The man who had made such a statement knows he has made it and knows in giving his evidence he cannot say that he did not say it. He is bound with it; yet it is a statement on oath to which the penalty for perjury does not attach. It is therefore for the purposes of the court valuable and can only avail the person who has so obtained it. But the statement is not intended to be used in such a proceeding. Oaths can only be administered under the sanction of the law. Further, statements on oath are public statements and they must be available to both parties. The effect of these proceedings is to make a statement on oath, which is not intended to be used in such a proceeding. The evidence is that the question was whether he had paid the \$20 alleged to have been due from him under the agreement and said to have been made by him with Mr Dixon to pay \$50 for costs of the case. It is not at all satisfactory to me at the moment this man realizes that this was the question involved, when it was put to him with police accompaniment it would not be unnatural for him to say that he had paid it. In due course a person's responsibility is not to be taken into consideration. His question he was being asked about was whether he had made such an agreement and that he was not charged with having paid money said to be due by him. But even if he had not made such an agreement he would almost inevitably stick to his story. It is not satisfactory to me that he had inevitably chosen his client's appreciation of the real question at issue. As the case stood after his examination was concluded I could not have found the charge proved. I however put certain questions to him which I thought would be in fact appreciate the issue. His answers were and seemed to clear away the cloud; but putting the question to myself afterwards am I quite confident that the cloud which must have been cleared away? I cannot answer it affirmatively with such complete satisfaction to myself as to enable me to say "yes" and so hold that the charge is proved—perhaps "not proven" but we do not know. I am therefore compelled to find that the charge has not, been fully and satisfactorily established on the evidence standing by itself and apart from the alleged confession to which I shall come presently. I pass to the next question. The evidence is that there was considerable difficulty in getting a satisfactory answer to the question that troubles me is this: Is the case more substantial than one man's word against another? And there are two subordinate matters also that trouble me. One is the man wishing to attribute to Wong Hin Tong the money which was said to be owing the court. But this point I cannot pretend to appreciate, how an action of the most important character affecting the very existence of a firm of high standing and reputation, involving complex systems should have been finally settled on the evidence as he himself says, out of his personal recollection. He produced a private book which we could admit as evidence but upon which he was cross examined and he was unable to produce any other documents to Messrs Hastings and myself in support of his statement. But some of these payments were apparently made by an agent in Hongkong, though in many cases they were brought by Mr Wong himself. Was this agent an agent of the firm or an agent of the man? I have no entries in the books of the firm. Putting the sleeping partners out of the question—there were other active partners—on Wong's evidence the firm does not appear to have been charged with any of the costs which were exceedingly difficult, not to believe, but to understand. But there is this further difficulty. Everything that took place in Messrs Hastings and Dixon's office was through the medium of a notary. Everything that Mr Wong says took place might be perfectly true and yet never have reached or been understood by Mr Dixon. There is only one piece of his evidence upon which I have any doubt. It is that Mr Dixon with the payment of the money whether for loans or the \$500 for costs which he is alleged wasembezzled. Mr Wong says he put the money into Mr Dixon's hands. But it is with regard to this statement that I said as to the beginning of this judgment. The question is not whether if the case had been between Messrs Hastings and Mr Dixon which would be entitled to a verdict but whether the case against Mr Dixon, if a public officer, is based on the evidence of a private officer who has been produced.

by that of an honest man—that is to say, he offered to stand a public trial at the assizes. But on the whole we end having in connection with my learned friend Mr. Dixon, a man of high character, I can come to no other conclusion, but this that the contention was made by Mr. Dixon as Mr. Hastings alleged, and that this corroborate the evidence given by Wan Hui Tung's facts of that case, but that it does not corroborate the Wong Hui Tung charge. Mr. Dixon is therefore suspended from practicing in this court for a space of three years.

Mr. Justice Gompertz said:—This is motion for an order that the name of Olive Fletcher Dixon, a solicitor of this court, be removed from the Roll of the Court, for gross mis-conduct in his capacity as solicitor. The facts are briefly as follows:—Mr. Dixon, who was admitted a solicitor in England in 1899 joined the firm of Hastings and Hastings, then John Hastings, in Hong-kong, in 1904 on an agreement for four years' service as an assistant on a salary of £335 a year. He received various increments in salary and commission not stipulated for in his agreement during the course of his service. On the 15th April 1907, before the expiry of his first agreement another agreement was entered into for five years under which Mr. Dixon was to receive a higher rate in dollars with increments in commission and salary and also to receive at the expiration of the term a partnership in the business. It is quite clear that the firm found Mr. Dixon a valuable man and the relations between them appeared to have been such as might have been expected between an enlightened employer and an able and trustworthy assistant. On the 2nd of February of this year Nam Wing Kweng, a clerk in the office of Messrs Hastings and Hastings being on a visit to Hong Kong, Ning, an interpreter who had recently obtained the service of the firm, received from him certain information which he communicated to Mr. John Hastings. Mr. Hastings saw Hung in his office on the next day, and on successive occasions. During the latter interview Mr. Hastings ascertained that it was the habit of paying into the office part only of monies paid by clients on account of costs, retaining the balance himself and giving to him, Hung, part of the money. Though Mr. Hastings pressed him for further information, which Mr. Dixon was unable to do so. As a result of what he heard Mr. Hastings instituted inquiries which resulted in certain persons being discovered who have given evidence before us on which the present charges against Mr. Dixon are based. Mr. Hastings called Mr. Dixon into his room in the afternoon and told him what Mr. Hung Kam Ning had reported and that there was evidence (on which a criminal prosecution might be brought and that he did not wish to prosecute and advising Mr. Dixon to effect a withdrawal from the firm without scandal. Mr. Hastings says that Mr. Dixon confessed to having taken money but in small sums only, and asked to be given another chance. This Mr. Dixon denies and says that he admitted having taken property from the office, which was not money, but on March 31st Mr. Hastings wrote to Mr. Dixon stating that he must leave the office, as it was impossible for the firm to keep him any longer, and enclosing for signature an agreement cancelling the agreement between them. Mr. Hastings wrote a further note on the 2nd of April requesting that the cancellation agreement might be signed and returned to him. On the same day Messrs Ewins and Harston wrote a letter on behalf of the firm, which was signed by Mr. Dixon, having taken money and insisting on his rights under the agreement of service, and finally suggesting a meeting between Mr. Harston and Mr. Hastings. It was proposed that the matter should be subject of an arbitration before the Arbitration Commission. Mr. Dixon waited for some time, but eventually failing the present proceedings were brought. I will deal shortly with the specific charges which are before us. The first two are based on the evidence of Wong Hui Tung, the first being that Mr. Dixon had on request during the process of a suit which Mr. Dixon was conducting on behalf of the firm \$700 in various sums on four different dates. The second is to the effect that he, on the 15th or 16th of this year, paid to Mr. Dixon at the latter's request, the money Mr. Dixon has retained in his own hands. I will say at once that Wong Hui Tung gave his evidence in a clear and apparently straightforward manner. He expressed his regret at having been so grossly deceived, and that he regarded him with feelings of gratitude, for the able manner in which he had conducted his case. It was suggested that the witness was not to be believed, as he had reasons for wishing to oblige Mr. Hastings inasmuch as he expected to receive a part of his bill of costs and as there was still a balance of about \$800 due to him outstanding in the hands of the firm. Now the witness was a man in a good position, the managing partner of an important, old business firm, and it is not at all likely that he must of course be given a prior weight a vague expectation of this sort—not of course alleged to be based on any promise explicit or implicit on the part of Mr. Hastings seems hardly a sufficient reason for his being willing to come down from Canton and commit the grossest and most cold-blooded perjury against an innocent man. I must say that I felt extremely puzzled by Wong Hui Tung's statement that the loan to Mr. Dixon was for the purpose of enabling him to pay only in his own memorandum book, and that the payment of them fell not on all the partners but on three men only, of whom he was one. This admission is one which might have considerable weight if it were not for the fact that we had had a fuller explanation of it. However this is a matter of detail which I may or may not have to go into later on. Now the charges are of course very serious ones: borrowing money under the circumstances alleged; the alleged gross perjury; the serious mis-conduct in a managing clerk—mis-appropriating money paid for costs is simply embezzlement; in fact serious corroboration of Wong Hui Tung's evidence. The only other person alleged to have been concerned in the matter is the interpreter Hung Tam Ning who has not been called. The witness Tam Wing Kweng stated that he believed Hung to have left the Colony. Canton and Macao seem to be the natural recesses of Chinese in Hong-kong who have been able to escape arrest for years before a court, and I suppose that Hung who, if he had appeared would have been asked if and why he made statements to Mr. Hastings which he afterwards denied to Mr. Dixon, and if it was with Mr. Dixon in embezzling the money of the firm, had excellent motives for keeping out of the way.

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Soon after five o'clock on Saturday evening the inmates of the Kwong Tung Restaurant, otherwise known as the Shanghai Hotel, were alarmed by the sound of a revolver shot and on proceeding to a private room from whence the sound came, they were horrified to find that a German subject, whose name was afterwards ascertained to be, Otto Boggs had committed suicide by shooting himself through the head. He was seated at a small table with his head resting on his arms while a five-chambered revolver was lying beside him. It contained four cartridges and the case of one which had been discharged.
The police at West Point Police Station were immediately summoned and Sergeant Wilson took charge of the case.
It appears that early on Saturday morning deceased, who was a clerk in the Norddeutscher Lloyd, went to Schmidt's shop in Desamondia Arcade and wanted a revolver. A revolver hit the Chinese he refused to sell him one; whereupon deceased said that he had left a revolver at the shop to be repaired. Several revolvers were produced and he selected one which was said to be fine. He paid \$1.5 which was leaving his name with the boy, at which time it was afterwards found out that he had taken a revolver which did not belong to him's warrant was issued for the man's arrest.
It is understood that deceased went to the Kwong Tung Restaurant about 6 o'clock in the afternoon and occupied himself in writing a letter which is said to be about twenty pages in length and which will probably explain his reasons for committing suicide. It is supposed that deceased was in financial difficulties.

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NIPPON MARU, 11,000 Tons	SATURDAY, 10th July, at Noon.
SIBERIA, 18,000	SATURDAY, 17th July, at Noon.
CHINA, 10,300	TUESDAY, 27th July, at Noon.
MANOHUMA, 27,000	SATURDAY, 31st July, at Noon.
CHIYO MARU, 21,000	SATURDAY, 7th Aug., at Noon.

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DESTINATIONS.	STEAMERS	SAILING DATES, 1909.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	BINGO MARU, Capt. A. Christensen, Tons 6500	WEDNESDAY, 7th July, at Daylight.
	KAWAORI MARU, Capt. H. Peterson, Tons 6500	WEDNESDAY, 21st July, at Daylight.
VICTORIA, B.O. & SEATON, via REELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA AND YOKOHAMA.	TANGO MARU, Capt. S. Ishikawa, Tons 8000	TUESDAY, 8th July, at 4 p.m.
	AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 20th July, at 4 p.m.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 9th July, at Noon.
	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 6th August, at Noon.
NAGASAKI, KOBÉ AND YOKOHAMA.	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 7th July, at Noon.
	TAMBA MARU, Capt. G. R. Butler, Tons 6500	FRIDAY, 9th July, at 5 p.m.
BOMBAY, via SINGAPORE AND COLOMBO.	YETOROFU MARU, Capt. K. Sugaya, Tons 4500	TUESDAY, 13th July, at Noon.
SHANGHAI, MOJI AND KOBÉ.	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	THURSDAY, 15th July, at Noon.
NAGASAKI, MOJI, KOBÉ AND YOKOHAMA.	ATSUBATA MARU, Capt. Wm. Thompson, Tons 9000	FRIDAY, 20th July, at 5 p.m.

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Mrs. Bullock Workman has followed her energetic husband in all his perilous ascents, and has attained the highest point on the surface of the globe that has ever been reached by a woman.

Dr. Workman was asked what he considered to be the narrowest escape his brave wife and himself had ever had whilst in the snow and ice of the Himalayas.

After a moment's reflection he replied, "Well, I think perhaps the adventure which most vividly impressed my wife and myself was on the Chogo Lungma glacier in 1902. Accompanied by a guide and a porter, all four of us being roped together, we started to climb an almost perpendicular ice wall some 800 feet high.

Every step we took caused the snow to give way under our feet and made us slip on the dangerous ice. It took us six hours to climb that ice wall, and I confess that when I was half-way up and looked down I felt I was having one of the "hottest" times of my life, and that every step might launch us into eternity. My wife said nothing.

When the native porter slipped and swung below us it took the three of us, straining every nerve, half an hour to haul him up again, for it was as much as we could do to keep our own balance.

The Italian guide above us presently echoed all our sentiments by calling out, "We shall never come out of this alive," and he stopped short, unable or unwilling to advance further or to move down again from his position.

Yet he was one of the picked guides of Courmayeur. I told him it would not help us to stay there, that if we must meet eternity we might as well meet it on the move as to stay on a three-inch ice ledge and wait for it.

Ultimately we reached the top and were able to take observations of the surrounding country but the downward journey was even a worse experience.

It took us seven hours to climb down again.

Perhaps one of the most painful experiences that Dr. and Mrs. Bullock Workman ever went through was on the Nun-Kun range in 1906, when at a height of 21,000 feet the doctor and his wife found themselves alone, deserted by porters and guides, and gasping for breath to such a degree that they found it impossible to sleep.

The porters who had accompanied them had been overcome with sickness, and were obliged to return to the camp 5,000 feet below, but before the relief party could come up with stores an avalanche had blocked the way and Dr. and Mrs. Workman, unable to move down, remained for five days in the ravine air.

This height of 21,000 feet marks the highest altitude ever attained by woman.

In the Western Himalayas the Workmans saw many mountains which were totally unclimbable. Two or three of these bore a striking likeness to the Matterhorn.

During a considerable portion of their trip last year Dr. and Mrs. Workman came across many wild tribesmen in Turkestan who had never set eyes on white people.

They were astonished that any persons should be bold enough to climb up into the heights of the eternal snows. They looked upon the party as being more than human, as weird uncanny beings, who were going up to hold converse with the Gods. It was perhaps this fact that saved the Workmans from molestation, and probable assassination, on many occasions.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "CHINA MAIL." Price 20 cents.

To be had at the China Mail Office, 5, Wyndham Street.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, 3 Cents.

China Mail Office, 5, Wyndham Street.

THE NEW FRENCH REMEDY, THERAPION.

This powerful purgative, made from natural ingredients by H. COHEN, of Lyons, France, is a most effective remedy for all cases of constipation, indigestion, and other ailments of the digestive system.

THERAPION No. 1 is a most effective remedy for all cases of constipation, indigestion, and other ailments of the digestive system.

THERAPION No. 2 is a most effective remedy for all cases of constipation, indigestion, and other ailments of the digestive system.

THERAPION No. 3 is a most effective remedy for all cases of constipation, indigestion, and other ailments of the digestive system.

For further particulars, apply to the Manager, 412, 414, 416, No. 1, CORNHILL ROAD.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	To SAIL
SHANGHAI	YATSHING	TUESDAY, July 6, at Noon.
TIENSIN, via WEIHAI	YATSHING	TUESDAY, July 6, at Noon.
WEL & CHEFOO	YATSHING	TUESDAY, July 6, at Noon.
SINGAPORE, PENANG, AND CALCUTTA	POOKSANG	TUESDAY, July 6, at 2 p.m.
KOBÉ & YOKOHAMA	HINSANG	WEDNESDAY, July 7, at 2 p.m.
MANILA	CHONGSANG	FRIDAY, July 9, at 4 p.m.
MOJI	CHONGSANG	SUNDAY, July 11, Daylight.
MANILA	CHONGSANG	FRIDAY, July 16, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	KUHSANG	FRIDAY, July 30, at Noon.

RETURN TOURS TO JAPAN, OCCUPYING 24 DAYS.

THE steamers Katsing, Yonsang and Pooksang leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji, to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to Telephone No. 51, JARDINE, MATHESON & CO., LTD., General Managers.

CHINA NAVIGATION CO., LTD. CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To SAIL
MANILA	YATSHING	July 6, at 8 a.m.
SHANGHAI	YATSHING	July 6, at 4 p.m.
AMOI, MANILA, CEBU & ILOILO	YATSHING	July 6, Daylight.
SHANGHAI	YATSHING	July 11, Daylight.
MANILA	YATSHING	July 13, at 3 p.m.
WEIHAIWEI, OREDO & TIENTSIN	YATSHING	July 15, at 4 p.m.
MANILA, ZAMBOANGA, PORT DAKWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH.	YATSHING	July 19, at 6 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "TIENTSIN" and S.S. "SAUL".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloons. A fully qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SORROW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

FAST SCHEDULE TWIN SORROW STEAMERS—(S.S. Anhui, Chusan, Linan, Chinkun)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARES INCLUDING WINE—\$16.00 Single. \$30.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 35.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transhipment, and shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
TACOMA, via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA	FITZPATRICK	4,416	31st July.
SEMIIDZU & YOKOHAMA	SEATTLE MARU	6,178	28th Aug.

The Co.'s newly built steamers have this speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parola. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
TAKAO, via SWATOW, AMOI (SOHC MARU), AND ANNING	SWATOW MARU	WEDNESDAY, 7th July, at 10 a.m.
SWATOW, AMOI, FOOCHEW (CHONGYU MARU), AND SHANGHAI	CHONGYU MARU	THURSDAY, 8th July, at 10 a.m.
SWATOW, AMOI & TAMSUI	DAIJIN MARU	SUNDAY, 11th July, at 10 a.m.

Fair speed. Superior passenger accommodation. Electric light throughout. First-class cuisine.

The newly built steamers: "CHONGYU MARU" and "BUYON MARU"—First-class cabins—AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from COLOMBO to	Marseilles & London	Paris
ASSAYE.....7600	July 10	MAEDONIA 10800	Aug. 7	Aug. 13
DELTA.....8000	July 14	MORAVIA 9800	Aug. 21	Aug. 27
DELTA.....8000	Aug. 7	MAEDONIA 10800	Sept. 4	Sept. 10
DELTA.....8000	Aug. 21	MORAVIA 9800	Sept. 18	Sept. 24
DELTA.....8000	Sept. 4	MAEDONIA 10800	Oct. 2	Oct. 8
DELTA.....8000	Sept. 18	MORAVIA 9800	Oct. 16	Oct. 22
DELTA.....8000	Oct. 2	MAEDONIA 10800	Oct. 23	Oct. 29
DELTA.....8000	Oct. 16	MORAVIA 9800	Nov. 11	Nov. 17
DELTA.....8000	Oct. 30	MAEDONIA 10800	Nov. 25	Dec. 1
DELTA.....8000	Nov. 13	MORAVIA 9800	Dec. 9	Dec. 15

Passengers change steamers at Colombo, and those for Bombay transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in Hongkong or at time of booking. In addition to the above Mail Steamers the following—

INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
from	HONGKONG	London
DELTA.....6000	July 14	Aug. 28
DELTA.....6000	July 28	Sept. 11
DELTA.....6000	Aug. 11	Sept. 25
DELTA.....6000	Aug. 25	Oct. 8
DELTA.....6000	Sept. 8	Oct. 22
DELTA.....6000	Sept. 22	Nov. 5
DELTA.....6000	Oct. 6	Nov. 19

Large steamers call also at Singapore, Penang, Colombo, and at Malta, Marseilles.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG	LEAVE HONGKONG
from	from	for
EASTERN.....	June 28	21st July, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 3, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light-Perfect Cuisine—Burgundy and Stewardesses carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

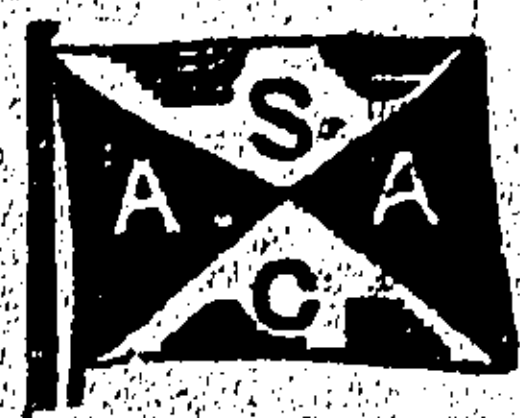
Steamship	Tons	Captain	For	Sailing Date
RUBI.....	2540	B. W. Almond	Manila	SATURDAY, July 10, at Noon.
LAPIO.....	2540	R. Rodger	Manila	SATURDAY, July 17, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co. General Managers.

HONGKONG-BOSTON & NEW YORK

AMERICAN-ASIATIC STEAMSHIP COMPANY.



FOR BOSTON & NEW YORK, via PORTS AND SUZ CANAL.

WITH LIBERTY TO CALL AT THE

MALABAR COAST.

STEAMER

TO SAIL ON

ST. PATRICK

About 12th July 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.

General Agents.

Hongkong, May 24, 1909.

Shipping

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

Highest-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMER	For	Leave
HAITAN.....	SWATOW, AMOY & FOOSHOW	TUESDAY, 6th July, at 2 p.m.
HAIMUN.....	SWATOW	WEDNESDAY, 7th July, at 2 p.m.
HAITANG.....	SWATOW, AMOY & FOOSHOW	FRIDAY, 9th July, at 2 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

A reduction of 20 per cent on First-Class Fares to Foochow will be made during the months of July, August and September.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1908.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJIBE, YOKOHAMA, HONOLULU, MANZANILLO & SALINA CRUZ (Mexico).

s.s. America Maru - - 5000 tons gross Aug. 30th, at noon.
s.s. Hongkong Maru - - 6000 " " Oct. 26th, at noon.
s.s. Manshu Maru - - 5000 " " Dec. 10th, at noon.

For particulars apply to

K. MATSUDA, Manager.
TOYO KISEN KAISHA, Yokohama, Japan.

JAVA-CHINA-JAPAN LJJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU.....	JAVA	First half of July	SHANGHAI	First half of July
TJILIWONG.....	JAPAN	Do.	JAVA	Do.
TJIPANAS.....	SWATOW	Do.	JAVA	Do.
TJIKINI.....	JAPAN	Second half of July	JAVA	Second half of July
TJIBODAS.....	JAPAN	First half of August	JAVA	First half of August
TJILATJAP.....	JAVA	Do.	SHANGHAI	Do.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LJJN.

YORK BUILDINGS, 1st Floor.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship CALEDONIE, Captain BAYON, will be despatched for the above ports on or about FRIDAY, the 8th instant.

P. DE CHAMPAGNE, Agent.

Hohkong, July 2, 1909.

Hohkong, July 2, 1909.

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Hohkong, July 2, 1909.

Hohkong, July 2, 1909.

SHIRE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship CARDIGANSHIRE, Captain W. O. TYLES, will be despatched as above on or about 11th July.

For Freight, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, June 23, 1909.

SHIRE LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship SEGURA, Captain HAYES, will be despatched as above on or about 20th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried.

Fare to London.....£35.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, June 23, 1909.

SHIRE LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship CARMARTHENSHIRE, Captain HAYES, will be despatched as above on or about 20th July.

The attention of passengers is directed to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with electric fans in staterooms and refrigerating machinery. A Doctor and Stewardess are carried.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, July 3, 1909.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY.

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

THE Steamers of the Chargeurs Reunis Co. proceed from Yokohama DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo service from China and Japan to San Francisco.

The S.S. AMIRAL FOURCROY, 10,000 Tons, Captain X, will be despatched for San Francisco and other above destinations on or about the 20th July.

For further particulars, apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, April 14, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship WELSH PRINCE, will be despatched for the above ports on TUESDAY, the 10th August, 1909.

For Freight or Passage, apply to

ARNOLD, KATZBERG & CO., Agents.

Hongkong, July 1, 1909.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Nanyang, having arrived from the above ports, will be despatched for Hongkong on or about the 10th July.

Cargo impeding the discharge or remaining on board after 4 p.m., the 30th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.

Hongkong, June 12, 1909.

Shipping

AUSTRIAN NAVIGATION COMPANY.

STEAMSHIP FOR SUMATRA, TRIESTE DIRECT, CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUZ AND PORT SAID.

Taking Cargo at through rates to the BRASSIA, RED SEA, BLACK SEA, LEBANT, VENICE AND ADRIATIC PORTS.

THE Company's Steamship PRINCE, Captain P. GRISOVICH, will be despatched as above on or about TUESDAY, the 27th inst.

This Steamer has capital accommodation for passengers, Electric Light, and carries Doctors.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, July 9, 1909.

Notice to Consignees

FROM EUROPE.

THE H.A.L. Steamship SLAVONIA, Captain PERAZ, having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for endorsement by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst. will be examined on the 7th inst., at 3 p.m.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 3 p.m.

No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, July 1, 1909.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LOYD, BREMEN.

NOTICE TO CONSIGNEES.

KLEIST, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th of July, will be subject to rent.

All Broken Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 6th of July, at 3 p.m.

All claims must reach us before the 10th of July, 1909, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo: Ex. a.s. "Sachsen" from Smyrna, via Naples.

Ex. a.s. "Caboto" from Catania, via Port Said.

NORDEUTSCHER LOYD, MELOCHERS & CO., General Agents.

Hongkong, June 30, 1909.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER SARDINIA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point, whence delivery may be obtained.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, June 30, 1909.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Nanyang, having arrived from the above ports, will be despatched for Hongkong on or about the 10th July.

Cargo impeding the discharge or remaining on board after 4 p.m., the 30th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.

Hongkong, June 12, 1909.



SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellent equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Singapore Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (3,877 tons each), as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday Saturday	Saturday or Sunday Monday or Tuesday
Lv. Shanghai	11 a.m.	Monday	Tuesday
Ar. Dairen	8.50 p.m.	Monday	Tuesday
Ar. Mukden	8.15 p.m.	Monday	Tuesday
Ar. Changchun	8.55 a.m.	Monday	Tuesday
Ar. Harbin	8 p.m.	Monday	Tuesday

Connecting at Harbin with State Express for Moscow.

Connecting at Harbin with State Express for Moscow.

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